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Hongkong Daily Press.

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No. 14,306 號六零百零年月式十次十二月光 HONGKONG, TUESDAY, FEBRUARY 2ND, 1904. 式拜禮 號式月式年肆零百九仟壹英港香 PRICE, \$3 PER MONTH

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[a1545]

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TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.00 a.m. ...Every 10 minutes.
9.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.00 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 5.30 p.m. ...Every 15 minutes.
5.00 p.m. to 7.00 p.m. ...Every 10 minutes.
7.00 p.m. to 8.00 p.m. ...Every 15 minutes.
NIGHT CARS.
1.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,
every 1 hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 32 & 40, Queen's Road Central.
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General Managers.
Hongkong, 14th January, 1904. [a2761]

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PORLTAND CEMENT.
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Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
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Hongkong, 14th August, 1903. [a2339]

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NEW PREMIER CYCLES. Best American
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MOTOR CYCLES, MAIL CARTS,
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[a2783]

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NOTICE.

FROM this date and until after the 25th
February next, HORSES and/or
PONIES not entered for the Forthcoming
Races will not be allowed on the Race or Training
Course between the hours of 6 and 8 A.M.
Members may exercise unentered Horses or
Ponies after 8 A.M. on the Training Course.
By Order, T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th January, 1904. [a269]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS and the Public are informed
that the authorized version of the
RACE BOOK is the one issued by Messrs.
NORONHA & CO., which is on Sale at their
Office and may also be obtained at Messrs.
KELLY & WALSH and W. BREWER &
CO.'s Establishments.
By Order, T. F. HOUGH,
Clerk of the Course.
Hongkong, 27th January, 1904. [a357]

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ALWAYS IN STOCK.
EDM. JOHANNSEN,
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The first of every year we make a resolution. It is a resolve to make our Pharmacy in all of its departments better than ever before. It is our intention to make the year 1904 mark another onward step in our business career. We shall continue our high standard of quality in every line. We shall aim to make our services the best possible in caring for your Drug Store needs, and shall make our prices such as to make trading at our store profitable.

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CHEMISTS AND DRUGGISTS,

THE APOTHECARIES HALL.

WATKINS BUILDING.

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W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to
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AXMINSTER CARPET SQUARES.
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BLANKETS AND EIDER DOWN QUILTS.
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EVERYBODY SHOULD TRY THESE ITEMS

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This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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\$41.75 PER DOZ. QUARTS.

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HIGH-CLASS OUTFITTERS.

HARD FELT HATS. SOFT FELT HATS.

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CALDBECK, MACGREGOR & CO.

GENERAL MANAGERS.

15, Queen's Road, Hongkong, 12th January, 1904. [a35]

ARNHOLD, KARBERG & CO.

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THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.

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PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALTY.
Fully detailed Estimates drawn up free of charge upon application to the above.

Hongkong 3rd December, 1903. [a338]

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DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GÖRGONZOLA, ROQUEFORT, CAMENBERT, CHEESE

SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN CHEESE.

YORK HAM and BEST ENGLISH BACON.

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G. GIRAUT. [a40]

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17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a288]

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KEROSENE HEATING STOVES

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An inspection is invited.

EDM. JOHANNSEN,

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Hongkong, 29th January, 1904. [a376]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING

HONGKONG JOTTINGS.

In spite of rumours—it looks now as if they were more than rumours—of war, Hongkong is looking forward to the climax of its season, which may be dignified now with a capital S. February in the month, socially, in this Colony, and the February of 1904 promises to be as lively as any of its predecessors. The festivities start off next Wednesday with the Government House Ball, and six nights later the Cricket Club dance at the City Hall follows. On the 13th inst., according to the re-arrangement of dates, the A.D.C. give their first performance of *His Excellency*, repeating it on the 17th and three following days. The Dallas Company open at the Theatre on the 22nd inst., and on the next day the Race Meeting, to many Hongkong's most enjoyable function of the year, starts, to conclude on the following Saturday, the off day. Other dances and some dinners are in the air, and no doubt before our wet season sets in we shall have managed to make the best of the present delightful weather.

The despatch of the Public Address to our late Governor, as well as the formal announcement to Sir Henry of the inauguration of the two scholarships which the Chinese community has founded to perpetuate his name in the Colony, serve to recall the way in which the names of previous Governors have become permanently associated with the Colony. In the street nomenclature of Hongkong we may trace the names of, I think I may say, all the Governors the Colony has had. We have Pottinger Street to perpetuate the name of our first Governor, Sir Henry Pottinger; next in order came Sir John Davis, and we have a Davis Street at Kennedy Town; then Sir G. S. Bonham, to whom Bonham Strand owes its name. Even Major-General Jarrold, the Lieutenant-Governor who administered the affairs of the Colony in 1843, has been honoured by a Jarrold Street. I suppose the name of Sir John Bowring suggested Bowrington, and the Lieut.-Governor of the early 'Fifties has his name perpetuated in Caine Road. Sir Hercules Robinson, who succeeded Sir John Bowring, also gave his name to a road, and his lieutenant, Mr. Mercer, has his preserved in the name of a subsidiary street. Macdonnell Road derives its name from Sir Richard MacDonall. His successor, Sir Arthur Kennedy, gave his name to Kennedy Read.

The only Governor whose name is not perpetuated in the street nomenclature of the Colony is Sir John Pope Hennessy. Sir George Bowen, who succeeded him, is remembered by Bowen Road, and we have Des Vaux Road and Robinson Road to commemorate the services of Sir George Des Vaux and Sir William Robinson. The names of many of the gentlemen who for brief terms administered the Government have their names remembered in the same way, as in Asterton Road and Barker Road, but we have not yet a Wilkison-Black Parade or a Gascoigne Avenue. Sir Henry Blake's name is perpetuated in Blake Pier, and in the scholarships which the Chinese Community have just founded I consider the Chinese have adopted a very sensible way of honouring the Governor whom they so highly esteemed, and it is a way that Sir Henry Blake will greatly appreciate. The education of the rising generation of Chinese in the Colony on Western lines is an object which all administrators of the Colony will be anxious to promote in every way, and the "Blake scholarships" will doubtless serve to stimulate that spirit of emulation in the schools which will lead to the best results.

It is not generally known, but is nevertheless a fact, that the military authorities are very busy just at present in improving and extending the fortifications of the island. A number of new guns have been put in position on the forts recently. It does not necessarily follow that these operations have a connection with the state of things up North. But it is hinted that during the tenure of office of the last General Commanding the progress which the War Office desired in this direction was not made. Apparently the new General is paying particular attention to the improvement of the island's defences.

The arid pages of the *Government Gazette* inform us weekly of the places that continue to enforce sanitary measures against Hongkong. It may not be generally known here that fifty-six successive days have now elapsed without the occurrence of a single plague case in Hongkong. But I must not forget the saying, *Unerufen und unbeschrieben!*

To refer again to the ever-recurring question of beachcombers in Hongkong, one often hears the query put, Where do they come from? At present there are from 30 to 40 in the Colony. That seems a lot, but an old resident tells me he remembers ten years ago there were some 200 "on the beach." The recent importations, with hardly any exception, come from Manila via the Fatsaw Railway. They go up to the new line, get employment for a couple of weeks, and are then "fired out." Of course they drift Hongkong-wards, and there is no law to prevent them stepping off the Canton boats. Undesirables can be prevented from landing here from ocean-going steamers, but if they come by way of Canton it seems there is no preventive against their ingress. It is high time there was.

I notice in the Manila papers several paragraphs glorifying the climate of the Philippines this season of the year, especially in their capital during the past two weeks. They say that a blanket is quite necessary at night, and the days are not too hot (significant "too") What, then, would they say of the Hongkong

climate, where three blankets are necessary to sleep at night, and the days are scarcely to be called even warm, even in their warmest hours, and heavy clothing comfortable? Truly the weather we have been enjoying the last few weeks is a great braver for the other seasons before us.

Yesterday was the 53rd anniversary of the declaration that the inhabitants of Hongkong were British subjects, although the island was taken possession of six days previously. It was not erected into a British Crown Colony, however, until April 1843. In 1841, by the way, the Chinese had two batteries on Kowloon peninsula, according to the late Mr. Donnay, in his *Treaty Ports of China and Japan*. Those days seem truly remote from the present era of Taipo police administration and shooting expeditions in the New Territory.

BANYAN.

THE KWANGSI TROUBLES.

A correspondent residing at Kweilin, provincial capital of Kwangsi, writes in the N.C. Daily News on the present troubles in that province, states that they owe their origin to members of secret societies a few years ago issuing tickets of membership to the common people at so much cash each, which of course guaranteed the holders from harm at the hands of the desperado class. Holders of tickets had, however, to assemble at their respective centres at certain intervals to pay obedience to their leaders, and also to take orders from them, if necessary. Finally, as the membership began to swell in numbers and the evil portion among them seemed ripe for mischief, the leaders started about robbing people who did not belong to their societies. Then came reports of outrages by roving gangs of disbanded soldiers in some places, and rebels in others, whereas to speak the truth these plundering bands were no other than members of the secret societies—mainly Triads. These bands having their own centres could easily assemble and as easily scatter to their homes to resume their former rôle of the peaceable rustic. For this reason it is next to impossible to distinguish the innocent countryman from the secret society man, and this had led sometimes to indiscriminate slaughter by the troops, who often suffer through the treachery of these people.

Then again there are what are called Ya-pang, or men who for a certain sum of money guarantee to convey the goods of merchants from one place to another free from harm. These Ya-pang, who are also called Piao-shau, are armed with magazine rifles of newest patterns, and they escort their convoy through Customs barriers and places held by the troops unquestioned. But while engaged in this work these men act as spies for the secret societies, for as a matter of fact they are no less than secret society men themselves. Merchants who engage these Ya-pang know perfectly well the nature of the men they employ, but what else can they do? During the past month or so large bands of secret-society men have appeared in the neighbourhood of Liuchewfu and Ch'ingyuanfu, keeping the troops always on the alert, whilst even the provincial capital and Wuchow are not free from these pests. Since his arrival in Kweilin four months ago Governor Ko Feng-shih has been nuturing in trying to get at the leaders of these secret societies, and by the help of faithful retainers who bravely walked into the lion's jaws and pretended to join these societies, has at last caught and beheaded three leading chiefs of the Ya-pang, named Tien Ho-ling, Yao Chen-yih, and Peng Lan-ch'i; two chiefs of the Kweilin Triads, Chen Yung-piao and Chen Ch'ang-seng (father and son); and a certain Yang Fu-ting, a well-known rebel chief of Wuchow. The last-named three Triads went so far as to confess that they had made every preparation to attack and capture the provincial capital last October, when they were prevented by the arrival there of Governor Ko Feng-shih and his army, in the nick of time as it were. At the time they were captured these three men were in the midst of putting into execution a plan to rob certain banks in Kweilin and to seize the opportunity to capture the city. Chen Yung-piao, father and son are said to have had over 3,000 well armed men under them and had also two lieutenants who, hearing of the capture of their two chiefs, had fled to the vicinity of Hsinjen-hsien, when they were also captured through the help of Government spies.

Since his arrival in Kwangsi there is no doubt that H.E. Governor Ko Feng-shih's efforts have been instrumental in restoring order in a great measure to the region round about Kweilin, Liuchew and Ch'ingyuan, and we can say that he is in a fair way to pacifying the whole province in due time.

INSURANCE COMPANIES IN JAPAN.

The term within which the foreign insurance companies in Japan had to give bonds expired at the end of last year. Nearly all the companies refused to give the required bonds, and declared they would withdraw from Japan. The Foreign Ministers have protested to the Japanese Government. It is understood that the Japanese Government will not insist on its demands, but that the matter will be quietly settled so that the insurance companies will remain in Japan. This dispute has been going on for some time, Japan following the example of "hard up" countries in the past. She demands that the insurance companies put up £20,000 in Japanese bonds. £20,000 is a large sum for small companies, but, it seems, this is not considered by the companies as a ground for objection; what they object to is the Japanese Government requiring Japanese bonds. Why should they not be allowed to invest their money as they please, in foreign bonds universally recognised to be marketable, for instance? It is true, of course, that the insurance companies would be making money from Japanese insurers. Whether the demands are justifiable or not is hard to say; such terms are not required elsewhere.

THE ANGLO-CHINESE DISTRICT SCHOOLS.

DISTRIBUTION OF PRIZES.

His Excellency the Officer Administering the Government, F. H. May, C.M.G., yesterday presented the prizes to the successful students in the Anglo-Chinese District Government Schools—Saiyipun, Wan-chai, and Yau-mati—the ceremony taking place in the Wan-chai School. Mr. E. A. Irving, Inspector of Schools, presided, and among those present were Mr. R. A. Ponsonby, Private Secretary to His Excellency; Mr. W. H. Williams, Saiyipun; Mr. Wm. Curwen, Yau-mati; Mr. Yang Hee, Wan-chai; Mr. A. O. Brava and Mr. C. R. S. Cooper. Before the formal proceedings began recitations were given by boys from each school.

Mr. IRVING said he had been requested by the headmasters of the three District Schools which were represented there to read the annual report upon the progress of the schools during the past year. It was a duty which was usually undertaken by the headmasters themselves, and he was all the more conscious of the compliment and gladly consented to do what he had been asked. He only regretted that they were unable to hear from the mouths of the gentlemen best qualified to speak an account of the interesting experiment whose first phase, as it were, was punctuated by that day's gathering.

Mr. IRVING proceeded to read the report, which stated that the three schools were in existence in 1901 as free schools, and gave elementary instruction in English and Chinese to the children in the neighbourhood. The name Chinese masters were now doing excellent work, although the methods employed, which were general in Europe and America, were revolutionary in the annals of Hongkong. Under the same roof as the English classes were vernacular classes, in which a sort of education was given, but very few of the boys knew the meaning of what they learned by heart. And if the boys did not learn their own language they did not learn English. They learned three or four school readers almost by heart. That was in the past, but a different system was now in vogue. The organisation of the schools was entirely remodelled under English masters, and the results of the last examination showed a vast improvement. In elementary geography the same improvement was shown, and the arithmetic done by the first year boys was exceedingly good. Composition, however, was weak, but colloquial English showed great advancement, and the senior boys talked English as "Wellington did French," according to a saying of Napoleon, "courageously." The standard of Chinese language attained in the schools was very moderate, that of Saiyipun being the best of the three. Mr. IRVING dealt with the question of teaching simple English thoroughly, as if English was to be the tool for further learning, then the tool must be well forged, and ready to hand before good work could be expected. It was also proposed to admit no boy to the school without some knowledge of the character of his own language, and then to dispose and improve that knowledge so that the student may be able to use it for practical purposes. In the upper schools frequent translations from English to Chinese and from Chinese to English would be insisted upon. In concluding his report Mr. IRVING called upon His Excellency to present the prizes.

HIS EXC.ELLENCE then presented the prizes, after which he said—Mr. IRVING, ladies, and gentlemen, Mr. IRVING has told you that to-day marks the first stage in an experiment. It is an experiment, and a very important one, I think, not only in the educational interests in the Colony, but also in the commercial interests of this great emporium of trade. When I came out as Colonial Secretary, in 1902, one of the first pieces of work that fell to my lot was to see how far and in what manner the recommendations of a very important Commission—the Commission on Education—might be adopted; that is to say, I had to advise the Governor for the time being, as far as my ability enabled me, as to what changes could and could not be made. After a very great deal of correspondence with the home authorities and others, various changes were decided upon, and one of the most important of them was the reorganisation of the Government Anglo-Chinese schools. To-day we have the first-fruits of that reorganisation, and I think all those who are interested in education in the Colony must have heard to-day or will, no doubt, read in the newspapers tomorrow, with a great deal of pleasure, the satisfactory report which the Inspector of Schools has just now read to us. And I would like, before I go further, to congratulate the masters of the district schools, and the Chinese masters working under them, upon the very good work which they have already accomplished. What we want in Hongkong are Chinese who know the English language, and also, let me once more emphasise it, who know their own. I have had occasion before now to state that in my experience which has been a considerable one, of the difficulties in carrying on business in Government offices—and it must also be found to be a difficulty in commercial firms—is the want of clerks who know their own language as well as knowing some English. Now, English, as we have heard in the report, is being taught in the district schools on a different system to what has been done in the past. I may say that I thoroughly endorse that system. It is the system that is now used at home in teaching all modern languages, and I do not think there is any question that it is the best way of learning a living language. I have before to-day had occasion to visit the district schools and see them actually at work, and I must say that I have been much struck by the progress made by the students in colloquial English. The masters appear to me to teach them in a most intelligent manner, and what is very pleasing is to see that the students appreciate the efforts being made by their masters, and as far as I could judge they seem to enter into the spirit of the new method of teaching and to render on their part the task of the masters more easy. I have heard it said that it is no use trying to get Chinese boys to talk, because they won't talk. Well, I must say that in my visits to the district schools I have found that they were quite ready to talk. (Applause.) I have had an opportunity of seeing some of the examination papers that were done at the recent examination by the Inspector of Schools and I have taken a special interest in the translation work from English into Chinese, because that was a test of the progress made in the other department of education to which I referred, the teaching of the Chinese language. I regret to say that the progress in that direction is not so satisfactory, but I hope that a recent change which I have sanctioned, by which three vernacular schools have been closed and the masters have been taken from them and transferred to the district schools to teach the Chinese language, will have a beneficial effect. If it has not—and we shall be able to learn before the next distribution of prizes whether the change has been fruitful of success—then all I can say is that some other measures must be taken, for of one thing I am quite sure, and that is that as far as I can do I will have Chinese boys in the district schools getting a good sound education in their own language (applause), and I would ask you boys to remember that. I am more or less an employer of labour—at least I am an official who has a good deal to say with regard to the selection and appointment and promotion of Chinese clerks in the Government service—and I have many friends in the commercial world in this Colony, and I can tell you that it is not enough for you to know English only. If you want to be successful and if you want to make a good income, I do not care whether it is under the Government or under some large mercantile firm, you must know Chinese as well. I think that all those who have heard the recitations to-day will have been very pleased with them, and I think I may express the prophecy that there is one boy at least [H.E. was referring to a little fellow who had recited excellently "When I'm a Man"] who when he comes to be a man will be a very useful member of society if he goes on as he has begun. (Applause.) Now, I am told he is only nine years old, I suppose that is only nine Chinese, which makes it about eight in English reckoning. When he is eighty he may be Viceroy of a Chinese province perhaps or occupy a considerable official position in this Colony. (Applause.)

Mr. W. H. WILLIAMS on behalf of the staffs and the boys of the district schools thanked the ladies who had graced the ceremony with their presence and the Inspector of Schools, Mr. IRVING, for his report upon the district schools collectively. Mr. IRVING had told them what the boys could do, but had omitted to point out little feature of school curricula which the boys in these schools could not do. Part of an English boy's early education was to learn to sing. He mentioned that fact because the district schools were conducted as far as possible on the lines of an English school, and it was quite possible that a few of their visitors had expected to hear school songs. As yet, however, school singing was not taught in their schools. In fact the headmasters had considered it and had decided for the present at any rate against it. He had also to thank His Excellency most heartily for distributing the prizes and for his address to the boys. Perhaps the boys had not been able to follow all the points of His Excellency's address, but he felt sure they were sufficiently intelligent to realise that by his coming personally and addressing them those who provided them with this means of education were anxious to go farther and to encourage them in the way His Excellency had done. The prizes were given by the Hongkong Government, and in receiving them from the hands of His Excellency they felt that they had a double value and appreciated them all the more. (Applause.)

The scholars then gave three cheers for His Excellency, and the proceedings were concluded by the recitation by one of the boys of "God Save the King" and three cheers for His Majesty. The school re-opens on the 2nd March at 9 a.m. The scholars then gave three cheers for His Excellency, and the proceedings were concluded by the recitation by one of the boys of "God Save the King" and three cheers for His Majesty. The school re-opens on the 2nd March at 9 a.m. POLICE COURT.

Monday, 1st February.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE)

EXEMPLARY PUNISHMENT.

Hu Wi, Lon Wan, and Hui On were charged with gambling, and dealing in tickets for various lotteries, such as the Macao, Spanish, Kwangtung, Wu Puk, etc. They formed a firm operating under the name of Kwang Wo Cheong, and sold worthless lottery tickets to innumerable men and women, and when asked for the return of the money by several who were suspicious gave I.O.U.'s to them for the amounts, numbers of them being for \$20.

There was no plausible defence, and the first defendant was sentenced to a fine of \$100, the second and third to \$500 each, all with the usual alternatives of imprisonment.

THEFT.

Abdul Rahmon, unemployed, entered the room of B. Drummond, a diver, at the Navy Yard, and stole therefrom 15 sovereigns and one handkerchief, of the aggregate value of £15.2s. 6d. Evidence of the arrest of defendant was given and the case remanded.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

SUPREME COURT.

Monday, 1st February.

IN SUMMARY JURISDICTION.

BEFORE HIS EXCELLENCY A. G. WISE
(PUIKIN JUDGE).

DISPUTE ABOUT THE CHARTER OF A STEAMER.
Li Shek Pang, 115, Wing Lok Street, sued Young Chi Boi, 9, Queen's Road Central, and Pun Tee Yau, 30, Connaught Road, for \$169.22 restricted to \$100, plaintiff claiming this sum from Young Chi Boi as charterer under and from Pun Tee Yau as guarantor of the charter-party dated 12th June, 1903, being the balance of money due for the charter of the s.s. *Emma Luxley* from the plaintiff. Mr. H. W. Looker, of Messrs. Beacon, Looker and Deacon, solicitors, appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, for the defendants.

Mr. Looker said the plaintiff was an owner or charterer of steamers. He chartered out to various people for various purposes; amongst others he made a charter of the steamer *Emma Luxley* to the defendant Young Chi Boi to carry passengers from Hoilau to Singapore. They entered into a charter-party on which he was suing. It was an agreement by which this steamer was to be hired or chartered or taken by the defendant, who had to guarantee 650 passengers at least; suppose he carried only a very small number of passengers he had to pay for 650. In the event of the number reaching 650 Young Chi Boi agreed to pay full compensation. It was a guarantee that he would pay for 650 passengers unless the regulations prevented the ship from carrying 650, in which case there would be a reduction. If there were more than 650 the passage-money was to be reduced. The intention of asking the defendant to guarantee 650 was clear. It was not intended to charter the steamer and take remuneration according to the number of passengers, for the defendant might have put only a few passengers on board and they might have sent down their steamer for some \$200 or \$300. Therefore it was provided that 650 should be guaranteed. As a matter of fact 505 passengers were carried; 31 were got from Hongkong. According to the Hongkong passage licence the steamer could carry 732 passengers altogether, and according to her emigration licence—that was for a voyage of over seven days—she could carry the full 650. It seemed to him that the case was reduced to this—Was it an agreement that the defendant should pay for 650 whether they went or not, or was he only to pay for the actual number of those who did go?

Mr. Grist said this was not exactly the position of matters. He did not read this agreement as a charter-party. It was an agreement by which the steamer was to be hired or chartered or taken by the defendant, who had to guarantee 650 passengers, for the defendant might have put only a few passengers on board and they might have sent down their steamer for some \$200 or \$300. Therefore it was provided that 650 should be guaranteed. As a matter of fact 505 passengers were carried; 31 were got from Hongkong.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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the 4th FEBRUARY, 1904, at 2.30 P.M., at his
SALES ROOMS, Queen's Road,

A Fine Assortment of

JAPANESE CURIOS,

SATSUMA KIOTO, IMURI SILVER

CLOISONNE, BRONZES, LACQUERED

WARE VASES AND TEA SETS;

EMBROIDERIES AND SCREENS,

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 2nd February, 1904. [407]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on SATURDAY,

the 6th FEBRUARY, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Vaux Road

(Corner of Ice House Street),

A GREAT ASSORTMENT OF

OLD PEKIN CURIOS.

Comprising:-

OLD PORCELAIN VASES AND INCENSE

BURNERS, SILK EMBROIDERIES,

PALACE AND TEMPLE HANGINGS,

OLD MING BRONZES, MANDARIN

COATS, WALL PLATES, &c., &c., &c.

TERMS.—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd February, 1904. [408]

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EMPIRE,"

Captain P. B. Holmes, will be despatched as above

TO-MORROW, the 3rd inst., at DAYLIGHT.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 1st February, 1904. [405]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD.

HAMBURG-AMERIKAN LINIE.

FOR SHANGHAI, NAGASAKI, HIIGO

AND YOKOHAMA.

THE Imperial German Mail-Steamer

"SEYDLITZ,"

OF THE NORDDEUTSCHE LLOYD.

Captain C. Dowers, due here with the outward

German Mail about THURSDAY, will leave

for the above places about 12/24 hours after

arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 2nd February, 1904. [5]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN,"

Captain G. Schmidt, will be despatched for the

above ports on or about MONDAY, the 8th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd February, 1904. [12]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ANDALUSIA,"

Captain G. Schmidt, will be despatched for the

above ports on or about WEDNESDAY, the 10th inst.

at DAYLIGHT.

For Freight, apply to

HAMBURG-AMERIKAN LINIE,

Hongkong Office.

Hongkong, 2nd February, 1904. [409]

ESTABLISHED 1820.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURES,

60 & 61, BENTINCK STREET,

CALCUTTA.

SOLE MAKERS OF THE

STANDARD

INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS main-

tained against all competition, and the Standard

Billiard Table stands to-day.

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PERFECT IN DESIGN,

ACCURATE IN CONSTRUCTION,

MODERATE IN PRICE,

EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG DAILY PRESS" Office. [3119-1]

ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

SATURDAY, 6th FEBRUARY, 1904.

MADAME CANDUTTI'S CONCERT.

(Pianist pupil of Rubinstein).

UNDER the Patronage of H. E. the Officer Administering the Government and Mrs. MAY, Sir WILLIAM GOODMAN, Chief Justice, and Lady GOODMAN, Rear-Admiral and Mrs. ROBINSON.

Kindly assisted by the PHILHARMONIC ORCHESTRA, by a German Double Quartet; by Miss BAIN, by Mrs. A. G. GORDON, by Mrs. A. H. OUGH, and by Mr. G. H. EDWARDS.

Tickets for sale at the Robinson Piano Company.

Prices 83, 2, and 1.
To Commence at 9 p.m.
Hongkong, 30th January, 1904. [290]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give Five Performances of THE COMIC OPERA "

"HIS EXCELLENCY"

Written by W. S. GILBERT, Music composed by Dr. OSWALD CALE.

SATURDAY, 13th FEBRUARY:

WEDNESDAY, 17th "

THURSDAY, 18th "

FRIDAY, 19th "

SATURDAY, 20th "

Commencing each Evening at 9 p.m., precisely.

Dress Circle 83
Stalls 3
Pit Stalls 2
Pit 1

NO HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after MONDAY, FEBRUARY 8th, at 10 a.m.

Booking Office will be opened daily from that date from 10 a.m. to 4 p.m.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 28th January, 1904. [349]

MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA,
58, Poel Street, or
Care of Daily Press Office.
Hongkong, 11th August, 1903. [85]

QUEEN'S COLLEGE.

HIS Excellency Mr. FRANCIS H. MAY, C.M.G., the Officer Administering the Government, will preside at the Prize Distribution at the above Government Institution TO-DAY (TUESDAY), FEBRUARY 2nd, at Noon.

All interested in education are cordially invited.

GEO. H. BATESON WRIGHT,
D.D. Oxon., Headmaster.

Hongkong, 1st February, 1904. [398]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on FRIDAY, the 5th FEBRUARY, commencing at 10 a.m. and finishing at 3 p.m., if the range is clear, from the East of Customs Pass (Gun position by the old Customs Station) in the direction of Razor Hill in an East-North-East direction.

By Command,

A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th January, 1904. [388]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out on SATURDAY, the 6th FEBRUARY, commencing at 10 a.m. and finishing at 3 p.m., if the range is clear, from the East of Customs Pass in the direction of Kowloon Peak (Nautau Kok) in a Westerly and North-Westerly direction.

By Command,

A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th January, 1904. [389]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

W. G. HUMPHREYS & CO., Managers.

Hongkong, 13th November, 1901. [57]

COLD STORAGE.

BREAD, BISCUITS, CAKES, &

**THE
ROBINSON
PIANO Co.
(LIMITED)**

JUST RECEIVED.

MAGNIFICENT PIANOS

BY

RACHALS
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HAKE

EACH THE

BEST IN
ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR ON

CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. 13335

NOTICE OF REMOVAL.

The Business of AH MEN and HING
T. CHEONG & CO., Tailors, will be
ARMED ON from the 17th inst. at No. 8
QUEEN'S ROAD CENTRAL, opposite to
the Connaught House Hotel.
Hongkong, 5th January, 1904. [128]

THE EAST OF ASIA.

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People, Customs, &c., of the Far East.
The kindly Press criticisms, both Continental
and American, that the production of this
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Price 81.50.

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Hongkong, 14th February, 1903.

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PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
PONGEE SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAFF & CO.).
Hongkong, 16th May, 1903. [3170]

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Hartmann Raithjen's Genuine Com-
position Red Hand Brand.

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Navy Contractors, Ship Chandlers,
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THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903.

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CHAMPAGNE GROWERS AND
SHIPPIERS.Ship only the Finest Quality
Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 18th May, 1903.

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Sanitas

is an
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Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and
for general or personal use is thoroughly effective.It completely disinfects the house in which
it is used, and administered internally prevents
Chorea, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

is specially recommended by the medical
faculty for use in hospitals, beginning or in
fine disinfecting qualities and its fragrance.

King's Fumigating Powder

is the safest and most convenient means
of sulphur fumigation. For the disinfection
of infested places, bedding, clothing, etc.,
they are both practical and economical.

THE "SANITAS" CO. LTD.

BEIJING GREEN,
LONDON, E.

[410]

"Calvert's" Carbolic Soap

is especially recommended by the medical
faculty for use in hospitals, beginning or in
fine disinfecting qualities and its fragrance.

"Calvert's" Carbolic Tooth Powder

This unique antiseptic dentifrice is well-known
by its pink colour, pleasant taste, fragrant
odour, and thorough efficiency.

F. G. CALVERT & CO., MANCHESTER, ENGL.

[62-3]

HOW WE HELP AMERICA.

How is it that it is so generally admitted that America is the most energetic and the most enterprising of all the nations? Apparently, Britain decided some few years ago that it was inevitable that America should take the premier place among industrial and commercial nations. With the utmost tranquility we relinquished our claim to the position of proud supremacy. It may be that we had become tired of the responsibilities of high office, and determined to seek rest and refreshment in secluded retirement. The growth of the idea that it was necessary for us to abandon our claim to overwhelming power has been no small factor. First of all, we became conscious that we should not always be the greatest manufacturing nation; in the beginning the idea was that we should be ousted by Germany. But Germany overreached herself, and ceased to be a great commercial danger, and America took her place. Then the newspapers told us that we should be beaten by the United States. After the first flush of surprise, we contemplated the prospect with absolute serenity. Indeed, as we recollect we have always been to our inevitable destiny, that it is impossible for us to remember the exact date of the departure of our greatness. We fell from grace with pleasant lack of brutal suddenness. At no time has it been possible for us to say with absolute accuracy that yesterday we were first and to-day we are second. We know that we are not first to-day, and we are conscious that we have not been in that proud position for a good many days.

Indeed, we have fallen into the habit of admitting that America is the premier commercial nation; we also seem eager to admit that Americans are more energetic, efficient, and enterprising than are the people of Britain or any European country. Why should we be so prone to admit the existence of this overwhelming pre-eminence? I am at a loss to understand.

It is always a most dangerous thing to admit a superiority; especially dangerous is it for one business to advertise that another is superior. I trace the foundation of this cry of American supremacy to most excellent motives, and I am confident that the results which have followed the universal adoption of the phrase are not in accordance with the desires of the projectors of the movement. The idea was to wake up the man-furnishers and commercial men of this country by showing them instances of the energy and enterprise of the Americans. The result of the business has been that consumers in this country and in every country have been convinced that American goods are really vastly superior to British. Nothing succeeds like success!

America fully realises the great value of this British pro-American sentiment; the trans-Atlantic business men makes the most he can out of it. It is not surprising that there are many persons who, because they have heard so much of this Yankee "superiority," make a point of buying American things whenever it is possible; obviously, it is a fair assumption that since American methods are so vastly superior, American products must be equally superior. I do not dispute the accuracy of the statement that America is full of energy and enterprise, but I do contend that the comparison between America and Britain as industrial nations is, as a rule, entirely disproportionate.

Britain is not entirely rusted and dead. British industry is not in the hopelessly stagnant condition so many of our superior critics would have us believe. A just comparison between Britain and America as industrial powers might show that in our country there is room for more enterprise, but the Americans are not perfect. The gigantic outputs made possible to factories in the States by the high tariff walls and mammoth trusts too frequently enable the Yankee traveller to undersell his English rival in foreign, and even British, markets, but, after all, that is not everything. The cheapness of articles is a great factor in commercial transactions, but cheapness is not everything. Quality is something, and in that matter Britain is still ahead.

If half the stories of American superiority so widely circulated in this country were true, every wise British manufacturer would dismantle his workshops and invest his capital in American commercial bonds. Fortunately, there is not the least necessity for this course of action by one British worker. The condition of industry to-day clearly shows that the British workman is not the inferior of his American cousin; that all the enterprise and energy in the world is not planted in the

business towns of Yankee land; that the natural wealth of the vast Western continent does not preclude the possibility of equal competition by the traders of Britain. The natural wealth of the United States of the British Empire is at least equal to those of America. So let us finish the dolorous chorus of this song of American supremacy and British decadence before we have quite succeeded in grafting into the public mind the idea that the manufactures of other countries are necessarily vastly superior to those of our own. Of truth, it is this reckless and ignorant loudulation of things American that has done the greatest injury to the British trade.

The methods employed by the astute American in keeping the fiction of Western superiority ever before the eyes of the British public are frequently as amusing as they are ingenious. I remember reading in a popular magazine a year or so ago an article on the American "Commercial Invasion of Europe" written by a former assistant of the American Treasury. This gentleman went out of his way to state that America has sent coal to Newcastle, cotton to Ireland, champagne to France, watches to Switzerland, and Rhine wine to Germany. The impression the article made upon me generally was that, commercially speaking, Europe was absolutely defeated. The splendid audacity of a foreign country sending foreign-grown "champagne" to France, and "Rhine" wine to Germany seemed too strong a competition against which nothing could hope to prevail. But, after all, although this series of interesting facts was made known over a year ago, the wine trades of France and Germany seem unaffected by the competition of the strenuous West, and Ireland, Sheffield, Manchester, and Switzerland still manage to steer clear of the courts of bankruptcy.

The real truth about this matter of American superiority is, that our Yankee friends, realising the value of good advertising, have cleverly published stories of their own superiority throughout Britain. American agents in Britain have "hustled" considerably, and American efficiency has become a household word.—John Henderson, in To-Day.

Rowland's Macassar Oil for the Hair
Preserves, Beautifies, Nourishes it.
Nothing equals it. 100 years proves this.
Golden Colour for Fair Hair.
Of Stores, Chemists, Hair-dressers.

35-3-1

NOTICE TO KOWLOON RESIDENTS

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sale daily at Mr. H. RUTTONJEE'S
KOWLOON STORE, No. 36, Elgin Road
Price 15 cents per copy cash.

Hongkong, 32nd December, 1903. [3518]

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FURNITURE STORE,
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LAQUERED WARE,
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [314]

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE
MONUMENTS
No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application
All descriptions of Granite for Headstones
Hongkong, 17th October, 1903. [98]

DIRECTORY OF
PROTESTANT MISSIONARIES
IN
CHINA, JAPAN AND COREA
FOR 1904.

WITH ALPHABETICAL LIST.

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Hongkong, 12th December, 1903. [625]

MANUFACTURED BY—

LAMBERT & BUTLER'S BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

GESUCHT.

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

IN TINS OF ABOUT

450 LBS. NET.

IN TINS OF ABOUT

250 LBS. NET.

IN TINS OF ABOUT

150 LBS. NET.

IN TINS OF ABOUT

100 LBS. NET.

IN TINS OF ABOUT

50 LBS. NET.

IN TINS OF ABOUT

25 LBS. NET.

IN TINS OF ABOUT

12 LBS. NET.

IN TINS OF ABOUT

6 LBS. NET.

IN TINS OF ABOUT

3 LBS. NET.

IN TINS OF ABOUT

1 LBS. NET.

IN TINS OF ABOUT

1/2 LBS. NET.

IN TINS OF ABOUT

SHIPPING.

ARRIVALS.

b. 1. ENNA LUYKEN, German str., 1,110, Martens, Moji 27th Jan., Coal—EAST ASIATIC TRADING CO.
 b. 1. GLENLOCHY, British str., 2,997, E. J. Stoddard, Yokohama 26th Jan., General—MCGREGOR BROS. & CO.
 b. 1. KOWLOON, German str., from Canton.
 b. 1. SACHSEN, German str., 4,500, W. Franke, Shanghai 30th Jan., Mails and General—MELCHERS & CO.
 b. 1. SUNGKANG, British str., 1,021, J. Robinson, Manila 20th January, General—BUTTERFIELD & SWIRE.
 b. 1. TIENTAU, German str., 1,002, O. Koch, Engkow via Swatow 18th Jan., Rice and Tea—BUTTERFIELD & SWIRE.
 b. 1. WHAMPOA, British str., from Canton.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

1st February.
 Taliung, British str., for Swatow.
 Taihoo, French str., for Hoihow.
 Chang, British str., for Iloilo.
 Anchuria, Russian str., for Daluy.
 Sabine Rickmers, British str., for Swatow.
 Sam, British str., for Singapore.
 Whampoa, British str., for Swatow.
 Yikang, British str., for Moji.

DEPARTURES.

31st January.
 CHUSAN, British str., for Shanghai.
 CHIENG, British cruiser, for Singapore.
 HAICHING, British str., for Coast Ports.
 LINCOLN, U.S. transport, for Manila.
 TRIUMPH, German str., for Haiphong.
 1st February.
 ALACRITY, British dog-vet., for Canton.
 ANHUI, British str., for Australia.
 DENTHORN, German str., for Saigon.
 DIONED, British str., for London.
 HANOI, French str., for Haiphong.
 KWASOLEE, Chinese str., for Canton.
 KWANSE, British str., for Chinkiang.
 LOKANG, British str., for Yokohama.
 PIONIER, German str., for Yokohama.
 WAKANATSU, MARU, Japanese str., for Moji.

VESSELS IN DOCK.

1st February.
 ABERDEEN DOCKS—Petrarch.
 VLOOR DOCKS—H.I.C.M.S. *Moenie*, *Tarvar*, H.M.S. *Glory*, *Ellen*, *Richmire*, *Vigilant*, *Perlu*, *Lydia*.
 METROPOLITAN DOCK—Chihi, *Pisanulok*, *Trodos*, *Tyr*.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship
 "GLENLOCHY".
 Captain Stoddard, will be despatched as above
 TO-DAY, the 2nd February.
 For Freight, apply to
 MCGREGOR BROS. & CO.
 Hongkong, 19th January, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
 WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 1904. About
 SIKH 5th Feb.
 MACDUFF 1st Mar.
 For Freight and further information, apply to
 DODWELL & CO. LTD.,
 Agents.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.
 FOR VICTORIA B.C. AND SEATTLE,
 WASH. (via SHANGHAI, MOJI,
 KOBE AND YOKOHAMA).

THE Company's Steamship

"AKI MARU".
 Captain J. W. Ekstrand, will be despatched as above on TUESDAY, the 9th inst., at 4 P.M.

For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.

Hongkong, 29th January, 1904.

THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE".

Captain C. H. Burch, will be despatched for the above ports on FRIDAY, the 5th February.

This steamer has superior accommodation for passengers.

For Freight or Passage, apply to
 SHEWAN, TOME'S & CO.,
 Agents.

Hongkong, 30th January, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

CALCUTTA, BOMBAY, ADEN,

DJIBOUTI, EGYPT,

MARSEILLE, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

PORTS OR BRAZIL AND RIVER PLATE.

THIS STEAMER CONNECTS AT COLOMBO WITH

THE AUSTRALIAN LINE "Dumbra," bound for

MARSEILLE'S via BOMBAY AND ADEN.

CARGO AND SPECIE WILL BE REGISTERED FOR LONDON

AS WELL AS FOR MARSEILLE, AND ACCEPTED IN

TRANSIT THROUGH MARSEILLE FOR THE PRINCIPAL

PLACES OF EUROPE.

SHIPPING ORDERS WILL BE GRANTED TILL NOON

ON MONDAY, THE 8TH FEBRUARY, 1904.

THE COMPANY'S STEAMSHIP "ERNEST SIMONS," CAPTAIN CHARBONNEL, WITH MAILS, PASSENGERS, SPECIE AND CARGO, WILL HAVE THIS PORT FOR MARSEILLE'S VIA PORTS

OF CALL, WITHOUT TRANSHIPMENT.

THIS STEAMER CONNECTS AT COLOMBO WITH

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PLACES OF EUROPE.

SHIPPING ORDERS WILL BE GRANTED T

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 5th February.
GLASGOW and LIVERPOOL...	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL...	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL...	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 12th March.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"NESTOR"	On 6th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
GENOA, MARSEILLE and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
GENOA, MARSEILLE and LIVERPOOL	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"AGAMEMNON" ...	On 24th February.
The s.s. "PELEUS" left Victoria B.C. on the 30th ult., for this port via Japan.		
For Freight, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd February, 1904. [10-11]

**CHINA NAVIGATION CO.
LIMITED.**

STEAMERS	TO SAIL
SWATOW and SHANGHAI	"WHAMPAA"
MANILA	On 2nd Feb., 10 A.M.
CHIHLI	On 3rd February.
WUCHANG	On 6th Feb., 4 P.M.
CHANGSHA	On 9th February.

The above list of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is on board.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cars and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement). For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd February, 1904. [12]

FORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIAO INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"INDRAPURA" 4,899 A. E. Hollingsworth February 13, 1904

"INDRASAMHA" 5,197 W. E. Craven March 15, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"

Captain Holme will be despatched for the above ports on FRIDAY, the 13th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2nd February, 1904. [250]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUZET and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADEPTIC PORTS).

THE Company's Steamship

"GISELA"

Captain Damjanovich, will be despatched as above on TUESDAY, the 23rd February, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 26th January, 1904. [209]

PRINTING OF ALL KINDS at the most moderate prices at

THE "DAILY PRESS" OFFICE

All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

15 to 25 percent Discount Allowed.

NOTICES TO CONSIGNEES

STEAMSHIP "YARCA"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Milde" and "Ortegal," from Bordeaux ex.s.s. "Ville du Lorion," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, TO-DAY, the 27th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 3rd February, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd February, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 3rd February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Argent:

Hongkong, 27th January, 1904. [2]

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PINGSUEY."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 4th prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th January, 1904. [10-11]

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th January, 1904. [10-11]

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MIAMI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of this Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 30th January, 1904. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer

"CHUSAN."

FROM BOMBAY, COLOMBO AND STRAITS.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1903. [21]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS.

SIEMENSSEN & CO.

Hongkong, 3rd October, 1900. [54]

AMOY ENGINEERING CO., LTD., AMO

